

WOMEN TO RUSTLE FOR TAFT

THEY CAN HELP IN MANY WAYS, IT SEEMS.

Exhorting the Voters On to Register, for Instance, and Spreading Tracts of the Times—200 Coached at the Martha Washington on the Campaign Issues.

America is the greatest country in the world. Republicanism and patriotism are interchangeable terms. The nomination of Mr. Taft was a special dispensation of Providence.

So Mrs. J. Ellen Foster told the two hundred women who assembled yesterday afternoon at the Hotel Martha Washington to have her explain to them why they were Republicans. Having by frequent repetition impressed these facts firmly upon the minds of her audience, Mrs. Foster inquired what more she should say. There was no reply, and she went on:

"There is no use in my talking about the tariff, because you know all about that, and there is no use in my speaking of the currency. You know every dollar is as good as every other dollar. Mr. Bryan, though, has a plan for guaranteeing the safety of bank deposits."

After carefully detailing the plan in words of one syllable the elucidator declared that she couldn't see why, as the Government didn't run the banks, it had any business to guarantee deposits, whereas an expression of distress over the soundness of many of her hearers.

"Oh," she said, hastily, "you know that the circulating medium of the banks is guaranteed by the Government, because of the money which the banks have deposited in the United States Treasury, don't you? I trust, ladies, that none of you are getting deposits confused with banknotes."

Then Mrs. Foster said that she didn't think any of her hearers need bother to understand Mr. Bryan's plan anyway, because it wasn't good, and even if it were it wasn't a vital issue of the campaign. The thing for them to do was to hustle for Taft.

Miss Bowell, chairman of the women's national Republican campaign committee, which has established permanent headquarters at the Martha Washington, made a few suggestions as to ways and means of hustling. The first thing for patriotic women to do, she said, was to see to it that all the men of their acquaintance registered. Distributing campaign literature and buttons was another commendable form of missionary work, and attendance at large public meetings was desirable, because the presence of women at such gatherings was always an inspiration to men.

"If you have any good women speakers in your club acquaintance who are Republicans," Miss Bowell continued, "try to get them placed as speakers in the meetings held by men."

Other duties of Republican women as outlined by Miss Bowell included the preparation of literature which would appeal to the wage earning classes, a house to house canvass in crowded city districts and careful study of the personality and achievements of each local candidate, so that voters who never heard of Taft, if any there be, will vote for him naturally when they vote for the Republican Assembly candidate, whom they know.

It goes without saying that every campaign worker must be able to recite forward and backward the mighty deeds of Mr. Taft both at home and abroad, but this is not all. She must also make a special effort with "first voters," and in order to do this successfully it is up to her to organize committees of Republican debutantes who will use their potent influence where it is most needed.

BISHOP PLEASURES BREWERS.
Liam Tels. Gov. Fort's Commission He Does Not Favor Prohibition.

TRAFFIC, N. J., Sept. 29.—Bishop Edward S. Lines of the Episcopal Diocese of Newark, who testified to-day before Gov. Fort's exco commission at a session set apart for the hearing of the views of ministers, prohibitionists and local officials, took so liberal a view of the best method to deal with the liquor question that subsequent speakers regarded his remarks as almost inimical to the temperance cause, while representatives of the brewers and hotelkeepers, who were present, regarded them as a triumph.

"As far as one can see," said Bishop Lines, "there will be in the great cities with which we have to do, four or five beer and spirits are publicly sold. The suppression of them by prohibition would probably lead to the formation of clubs which could not be controlled and which would be more demoralizing than saloons. My own idea is that the true policy of the State is to limit the number of licensed places for the sale of beer and spirits in some proportion to the population, say one to 500, which is the rule, I think, in Boston."

The bishop said that the licensing authority should be in some way separated from politics so that the giving of licenses is not something to be fought for at every election. The purpose, he said, should be to place the liquor business in the hands of the more responsible men who are law-abiding and who do not associate with the business evil things.

He did not know why a man keeping a saloon may not be as respectable a man as a man who keeps a hotel in which there is a public bar from which he profits on every building and which has no other bars exist. I do not see why a club in which the members freely obtain strong drink should be more respectable than a saloon.

"A common opinion is that persons in my calling desire to close the saloons on Sunday for the sake of the churches, and that is not our contention. There is no man in trying to compel people to regard religion or attend church, but we do take the ground that the first day of the week as a day of rest is one of the greatest blessings which have come to the civilized world and that all right-minded people should desire the association and custom to remain about the day of rest."

Bishop Lines said that continued and too radical agitation against the liquor business was hurting the cause and was threatening to bring about a reaction.

BRYAN COURTESY TO TAFT.
Asks That His Pictures Be Taken Down During Opponent's Visit.

LINCOLN, Neb., Sept. 29.—William J. Bryan has asked the Democrats of Lincoln to remove the lithographs of himself from store and residence windows during the visit of W. H. Taft to Lincoln tomorrow. The request is made in the following letter to the Lincoln club:

"Please ask the Democrats of Lincoln to take my pictures down while Mr. Taft is in town. Have them show him every possible courtesy."

W. J. BRYAN.

PELL WINS TWO MATCHES.
Defeats Bryan and Connell in New York L. T. C. Singles Tournament.

L. T. C. Pell won two matches yesterday in the New York lawn tennis championship singles tournament, defeating R. T. Bryan, 4-3, 6-4, and William H. Connell, 6-0, 6-3. Pell played quite up to his form and was in excellent condition in getting through his men. Connell was bothered in the first set by breaking his wrist, in the second set he made rather a better showing.

The victory entitles Pell to meet Gustave P. Touchard and the winner of the round of the singles. The match will be played starting at 3 o'clock. The winner will qualify to challenge the club champion, Robert McKay, for the title.

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AMONG THE AUTOMOBILISTS

MATHESON ENTERED FOR GRAND PRIZE RACE.

Fifth American Car for International Event at Savannah—Manufacturers Favor Smaller Bore for Next Year's Contest—Renault Named for Cup.

The fifth American car to be nominated for the Grand Prize race of the Automobile Club of America at Savannah on Thanksgiving Day is a specially built Matheson racer, which was entered yesterday by C. W. Matheson, president of the Matheson Motor Car Company. The other four home produced machines already entered are the Lozier, American Locomotive, Acme and B. L. M. The Matheson candidate for international honors has a four cylinder, with the maximum bore of 6.1 inches—155 millimeters—for each cylinder, with a stroke of 4 inches. The car weighs 2,424 pounds, or 1,100 kilograms, the minimum weight provided for by the internationally accepted conditions. It is reported to have developed 64 miles an hour by speedometer measurement, while being tested on a straight level stretch of road near the factory at Wilkesbarre, Pa. Mr. Matheson has not yet selected the driver but expects to secure a competent driver in the near future.

The technical committee of the Automobile Club of America has received a number of replies from American manufacturers in response to a request for suggestions regarding rules to govern international races next year. The general opinion seems to be that a smaller bore than that in vogue for the three Renaults, or 6.1 inches, should be adopted for next year. There are some differences of opinion as to the proper weight limit. The majority of the manufacturers favor having a minimum weight, so as to be free from light cars from his international competitors. The club's contest committee has instructed W. S. Hogan, George Heath, J. Howard Johnson and Cortland Field Bishop, who will represent the Automobile Club of America at the annual meeting of the International Association of Recognized Automobile Clubs at Paris on October 19, to recommend that the maximum bore of four cylinder racing cars for next year shall be 130 millimeters, or 5.1 inches.

Announcement was made last night that Paul Lacroix of New York had made a Renault racing car for the Vanderbilt cup race on October 24. It is said the car is one of the three Renaults that were driven in the Grand Prix race of the Automobile Club of France last July. Lewis Biran has been named as driver of the car, and it is reported that the Renaults who owned the Isotta with which Biran won the Savannah, Briarcliff and Lowell races, has a provision on the car that C. W. Matheson entered a Matheson car in the Vanderbilt cup race late yesterday afternoon.

Fifteen cars have been entered for the 200 mile road race which is to be run in Fairmount Park on Saturday, October 3, as one of the features of the celebration of Founders Week in Philadelphia next week. The race will be run on a course of 1.8 miles in length and the racing committee of the Quaker City Motor Club has decided to limit the entries to sixteen cars, or 17 machines for each mile of the circuit. It was expected that twenty entries could be accepted for the contest, as the circuit as originally laid out was ten miles in length, but the shortening of the circuit made it necessary to cut the number of starters down to sixteen.

The cars that have been entered are an American Locomotive, Maxwell, Standard, Dayton, Peerless, Palmer and Singer, Apperson, Welch, Studebaker, two Locomotives, Acme, Buick, two Renaults, one Pennsylvania, The American Locomotive, Palmer and Singer, Welch, Acme, Standard and one of the Loziers have six cylinder engines, the rest have four cylinder engines. L. J. Bergdoll, the wealthy young Philadelphia man who first came into prominence at the Florida beach race meet of the Automobile Club of America last winter, is to drive the American Locomotive. George E. Davis is to pilot the Apperson, Frank Yerger is to drive the Studebaker, Cyrus Pecknick is to drive the Acme, John Starkins the Chadwick, Harry Michener and Ralph Mulford the Loziers, while the Pennsylvania will be entrusted to Leonard Zengle or Harry Maynes.

Alfred Reeves, general manager of the American Motor Car Manufacturers Association, announced yesterday that the Oakland Motor Car Company of Pontiac, Mich., has been elected to membership in the association. Edward M. Murphy is president of the committee, and the vice-president is Alanson P. Brush, former designer for the Cadillac concern and originator of the Brush runabout. The Oakland firm will exhibit at the A. M. C. M. show, which opens in the Grand Central Palace on New York's eve.

C. F. Redden, manager of the local Studebaker concern, received word yesterday from Boston that three cars—a Franklin, a Shawmut runabout and a Studebaker—were left of the ten cars that started in the race to settle the tied perfect scores in the Bay State Automobile Association's twenty-four hour endurance race, which was run on the first day of the race, and only ten had perfect scores at the end of the twenty-four hours. Six cars dropped out through losing their perfect scores on the first day of the runoff and more fell out on the second day of the runoff. Yesterday was the third day of the runoff.

Announcement was made yesterday by the Vanderbilt cup commission that three more entries for the Vanderbilt cup race had been received on Monday. The new entrants being W. K. Vanderbilt, Jr., Mercedes; Harry Payne Whitney, Buick; and Charles A. Merced, with Buick.

A team of three French cars is to be well represented, as Robert Gray has already entered the Mercedes and the Buick. A team of three French cars is to be well represented, as Robert Gray has already entered the Mercedes and the Buick. A team of three French cars is to be well represented, as Robert Gray has already entered the Mercedes and the Buick.

W. Butler Duncan is the chairman of the conference and Charles Lane Poor the secretary. Delegates representing all the Atlantic coast clubs and the associations from the Great Lakes will be present. The call was sent out it was asked that those who have suggestions of changes to make

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Eat all you want of them
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Shirts—Blues, Browns and Greens (in stripe effects) are the season's colors. Our prices for them, \$1.50 to \$5.00.

Scarfs—Striking patterns made to match the shirts—which is the season's requirement. The range is 50c. to \$2.50, with strong lines at 50c. and \$1.00.

Hosiery—Chosen to harmonize with the other furnishings. Lisle to silk, 50c. to \$2.50.

Gloves—Fownes, Perrin's, Dent's, Meyer's, Adler's and other good makes, \$1.50 to \$3.50.

Underwear—Medium weights for early Fall. Balbriggan, wool, silk and wool, linen, \$1.00 to \$6.00 per garment.

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The New York Times in the above manner plainly indicates the character of the 24-HOUR STOCK CAR RACE AT BRIGHTON BEACH SEPTEMBER 11-12.

It was undoubtedly the greatest automobile speed and endurance contest ever held in America. Here were gathered together the winning cars and the winning drivers of the year, and all were decisively beaten by BOTH LOZIERs—the "Four" and the "Six"—the LOZIER cars being the only ones to LOWER THE WORLD'S EXISTING RECORD, making new records respectively of 1,107 and 1,092 miles in 24 hours.

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Peckham, \$3,500 Pierce-Arrows, \$4,000 to \$5,000
Thomas, \$7,000 to \$10,000, all models; 1908 American
Buick, \$1,500; 1907 Buick, \$1,800; 1907 Buick
\$1,400; Fiat (Town Car), \$7,000 to \$10,000; Buick
(cost \$3,000) Buick, \$1,800 to \$1,900; Buick
bodies, Maxwell Touring cars, \$2,000-\$2,500; Pope
Hartford's "Thirty," \$750-\$850; Oldsmobile Speedster,
\$700-\$800; 1908 Stevens, 4 cylinder, \$2,500;
Corbin, \$350; 1907 Autocar, \$400; Oldsmobile
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1908 Buick, \$37,400; Buick, \$37,500; Buick, \$37,600;
1908 Buick, \$37,700; Buick, \$37,800; Buick, \$37,900;
1908 Buick, \$38,000; Buick, \$38,100; Buick, \$38,200;
1908 Buick, \$38,300; Buick, \$38,400; Buick, \$38,500;
1908 Buick, \$38,600; Buick, \$38,700; Buick, \$38,800;
1908 Buick, \$38,900; Buick, \$39,000; Buick, \$39,100;
1908 Buick, \$39,200; Buick, \$39,300; Buick, \$39,400;
1908 Buick, \$39,500; Buick, \$39,600; Buick, \$39,700;
1908 Buick, \$39,800; Buick, \$39,900; Buick, \$40,000;
1908 Buick, \$40,100; Buick, \$40,200; Buick, \$40,300;
1908 Buick, \$40,400; Buick, \$40,500; Buick, \$40,600;
1908 Buick, \$40,700; Buick, \$40,800; Buick, \$40,900;
1908 Buick, \$41,000; Buick, \$41,100; Buick, \$41,200;
1908 Buick, \$41,300; Buick, \$41,400; Buick, \$41,500;
1908 Buick, \$41,600; Buick, \$41,700; Buick, \$41,800;
1908 Buick, \$41,900; Buick, \$42,000; Buick, \$42,100;
1908 Buick, \$42,200; Buick, \$42,300; Buick, \$42,400;
1908 Buick, \$42,500; Buick, \$42,600; Buick, \$42,700;
1908 Buick, \$42,800; Buick, \$42,900; Buick, \$43,000;
1908 Buick, \$43,100; Buick, \$43,200; Buick, \$43,300;
1908 Buick, \$43,400; Buick, \$43,500; Buick, \$43,600;
1908 Buick, \$43,700; Buick, \$43,800; Buick, \$43,900;
1908 Buick, \$44,000; Buick, \$44,100; Buick, \$44,200;
1908 Buick, \$44,300; Buick, \$44,400; Buick, \$44,500;
1908 Buick, \$44,600; Buick, \$44,700; Buick, \$44,800;
1908 Buick, \$44,900; Buick, \$45,000; Buick, \$45,100;
1908 Buick, \$45,200; Buick, \$45,300; Buick,